

Planning Report

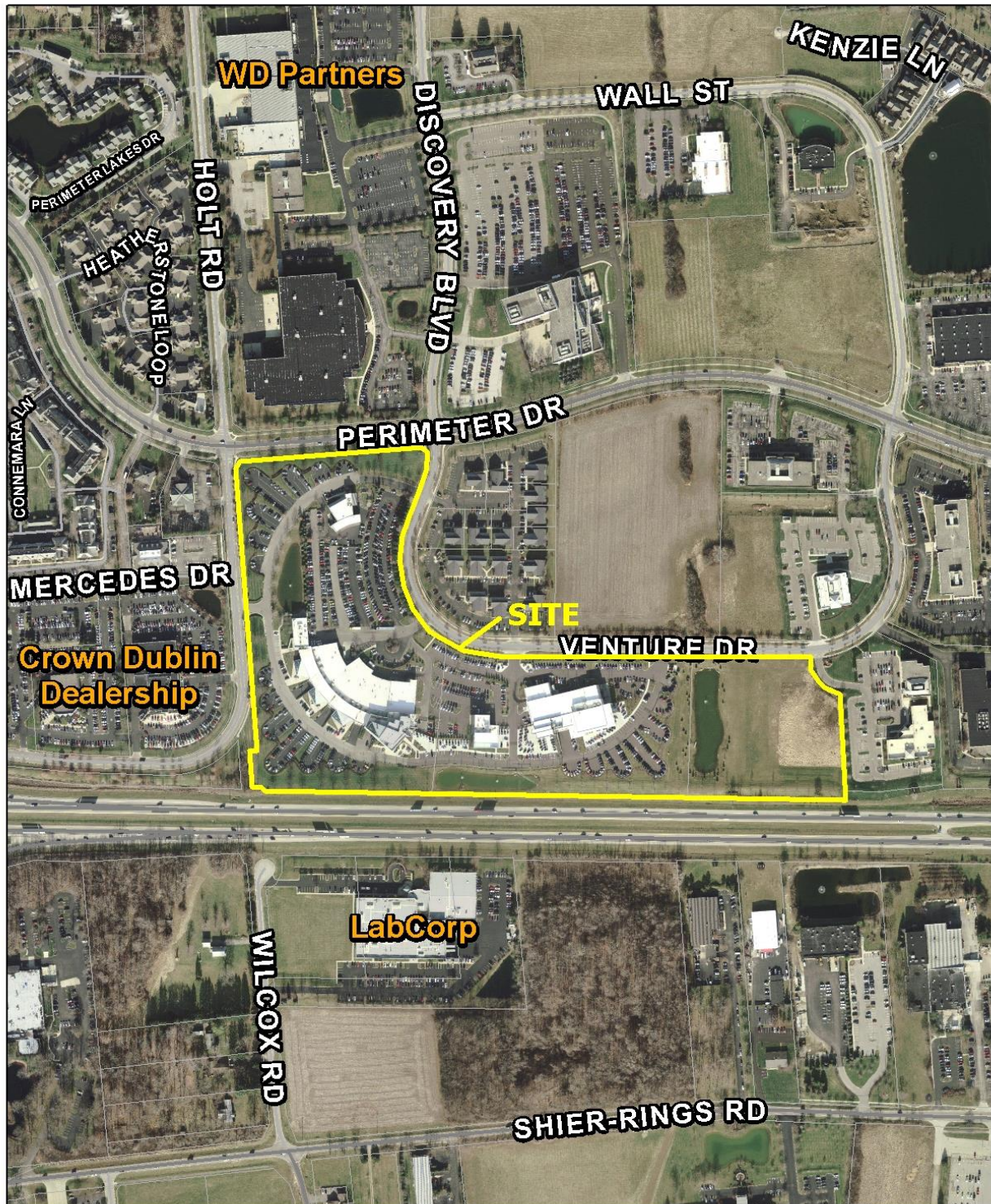
Thursday, January 7, 2016

MAG PUD – Porsche, Jaguar, and Land Rover Expansion

Case Summary

Agenda Item	3
Case Number	15-113Z/PDP
Proposal	A rezoning for approximately 30 acres from Planned Unit Development District (Midwestern Auto Group plan) and PCD (Perimeter Center, Subarea D) to PUD for the expansion of the Midwestern Auto Group (MAG) campus to incorporate an additional 5.4 acres into the PUD to accommodate the construction of a combined showroom for the Jaguar and Land Rover brands, the future demolition of the existing Land Rover showroom, a new showroom for the Porsche brand, and the addition of an elevated showroom addition to the main building for the Lamborghini franchise.
Requests	Review and recommendation of approval to City Council for a rezoning with preliminary development plan under the provisions of Zoning Code Section 153.050.
Site Location	6335 Perimeter Loop Road East side of Perimeter Loop Road, south of Perimeter Drive and Venture Drive, north of US33.
Applicant	Midwestern Auto Group
Representatives	Brad Parish, President, Architectural Alliance
Case Manager	Claudia D. Husak, AICP, Senior Planner (614) 410-4675 or chusak@dublin.oh.us
Planning Recommendation	<u>Approval of a Rezoning/Preliminary Development Plan</u> In Planning's analysis, the proposal complies with the rezoning/preliminary development plan criteria and the existing development standards. Planning recommends approval of this request with nine conditions.
Conditions	<ol style="list-style-type: none">1) That the applicant work with Staff to ensure replacement trees are not counted to fulfill other requirements;2) That the applicant work with staff to relocate as many newly planted trees as possible and to find appropriate locations for replacement trees on site;3) That the Traffic Impact Study be updated to address Engineering comments, subject to approval by Engineering, prior to introduction of this rezoning Ordinance at City Council;

- 4) That the applicant update the proposed plans to accurately indicate the required setbacks along the southern property line;
- 5) That the proposed development text be revised to address the sign allowances in Subarea A to more accurately reflect the sign needs for the single brand building anticipated;
- 6) That any site modifications to Subarea A include the analysis and any necessary modifications to the current stormwater management plan to ensure stormwater requirements as defined in Chapter 53 are satisfied;
- 7) That the applicant work with staff prior to the Final Development Plan stage to identify and incorporate appropriate safety measures along the south side of the proposed western retention basin to protect vehicles traveling on westbound US33/SR 161;
- 8) That all technical comments associated with stormwater management and civil plans are addressed prior to filing a Final Development Plan application, and;
- 9) That the applicant submit additional information and details for the proposed retaining wall along the eastern retention basin as part of the Final Development Plan.



15-113Z/PDP
Rezoning/Preliminary Development Plan
MAG - Porsche/Jaguar/Land Rover
6335 Perimeter Loop Road

0 200 400
Feet



Facts

Site Area	Approximately 30 acres
Zoning	PUD, Planned Unit Development District (MAG PUD) and PCD, Planned Commerce District (Perimeter Center, Subarea D)
Surrounding Zoning	All surrounding sites are zoned PCD, as part of various Subareas within the Perimeter Center Planned Commerce District. Specifically, <i>North, across Perimeter Drive:</i> office warehouse in Subarea C-1 <i>North, across Venture Drive:</i> office and vacant land in Subarea D <i>West, across Perimeter Loop Road:</i> Crown Auto Dealership in Subarea I and the Learning Experience daycare and Talmer Bank in Subarea F3 <i>South:</i> US 33/SR 161 <i>East:</i> Nationwide Children’s medical office in Subarea D
Site Features	<ul style="list-style-type: none"> • The MAG PUD includes approximately 24 acres to date and is divided into two Subareas. This proposal would incorporate an additional 5.3 acres into the campus. • Four buildings across the site, with the main building in the center, the existing Land Rover building to the north and the recently completed buildings for Audi and for BMW/Mini to the east. • Subarea A has two buildings: <ul style="list-style-type: none"> ○ An approximately 122,754-square-foot dealership building with several automotive brands such as Aston Martin, Volvo, Bentley, Volkswagen, Rolls Royce, Louts and Maserati. This building also includes a residential penthouse and roof garden. ○ A 7,335-square-foot building to the north houses the Land Rover franchise, facing Perimeter Drive. • Subarea B has two buildings: <ul style="list-style-type: none"> ○ An approximately 44,900-square-foot dealership building for BMW and Mini ○ An approximately 11,000-square-foot building for Audi • Frontage: <ul style="list-style-type: none"> ○ 650 feet along Perimeter Drive ○ 1,000 feet along Perimeter Loop Road ○ 2,000 feet along US33/SR 161 ○ 1,950 feet along Venture Drive <p>Subarea A has 472 customer and employee parking spaces and 96,000 square feet of vehicle display area along all sides of the buildings. Vehicle display areas are designed in a unique finger-like arrangement along the northwest and southwest portions of the site.</p>

Facts

Site Features

A retention pond is on the north side of the main building at the Perimeter Loop Road entrance. Mature landscaping and significant mounding are along the site perimeter and provide screening for the loading and vehicular use areas.

Subarea B has 264 customer and employee parking spaces, and 50,000 square feet of vehicle display area along all sides of the buildings. The vehicle display areas in this Subarea are also designed in the finger-like arrangement along the western and southern portions of the site. A decorative pond is located along the US33/SR161 frontage.

Subarea C (proposed) is a vacant parcel, owned by the applicant, accommodates the retention pond for the stormwater management for Subarea B. This parcel also includes mounding and landscaping along the US33/SR161 frontage and around the pond.

Background

The Perimeter Center Planned Commerce District was originally approved in 1988, encompassing land between Avery-Muirfield Drive and Emerald Parkway, divided into subareas A through M. Permitted uses include commercial, industrial, residential, and office.

A 14-acre Subarea J of the Perimeter Center plan was created in 1998 specifically for auto dealerships and other uses, with several automotive franchises as a part of the Midwest Auto Group (MAG) campus. In 1998, a separate Land Rover building was added to the site. The Planning and Zoning Commission has approved several amended plans for the site.

In 2010, City Council approved a rezoning with preliminary development plan that removed Subarea J and portions of Subareas D and J-1 from the Perimeter Center PCD and established a new 15.6-acre MAG PUD. The Planning and Zoning Commission simultaneously approved a final development plan for the Volvo addition, which also included the residence.

At the time of the Volvo application, the applicant also introduced the concept of a relocated BMW and Mini facility from Post Road to the parcel located to the east of the existing MAG campus.

The Commission and Council approved an expansion of the MAG campus in 2012, which incorporated approximately 10 acres into the PUD as a rezoning from the Perimeter Center PCD. This expansion facilitated the relocation of the BMW and Mini dealerships from Post Road and accommodated an additional building for the Audi brand. There were

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Background

concerns raised at that time of future westward expansions to the campus, especially at the Council meeting.

On September 18, 2014, the Planning and Zoning Commissions approved an amended final development plan for the demolition of the Land Rover showroom and the construction of a new 30,000-square-foot showroom for the Land Rover/Range Rover and Jaguar franchises; a sky bridge connecting the proposed building to the main MAG building. The Commission also approved minor text modifications to decrease the pavement setback to 45 feet along US33/SR161, permit parking at a ratio of 1 space per service bay in Subarea A and permit three wall signs as proposed in the amended final development plan application.

The Commission reviewed and provided non-binding feedback on a Concept Plan for this proposal on October 1, 2015 and agreed that an extension of the MAG campus to the east was appropriate particularly given the company's commitment to high quality architecture, landscaping and site design. Some Commissioners requested the applicant investigate whether or not the Porsche building and the Land Rover/Jaguar building could be switched and encouraged a less flat design for the latter. The Commission encouraged the applicant to place less emphasis on the proposed wall signs.

Community Plan

The western portion of the site is designated as *General Commercial* on the Future Land Use Map, while the central portion and the vacant parcel are designated as *Standard Office*, which includes sites with frontage along major collectors to include medical and dental offices, professional offices and large-scale office buildings with single or multiple tenants.

While the proposal does not strictly adhere to the Future Land Use designation, the proposal is an expansion of the existing MAG campus, which includes the dealership headquarters, automotive sales and service uses, and a residence.

City Council has previously expressed concerns regarding numerous car dealership fronting along US33/SR161. As a landowner, MAG has a history of working with Planning to achieve a high quality campus appearance with appropriate mounding, landscaping and site layout. Additionally, the permitted uses within the proposed development text include office and retail uses, which would provide the opportunity for future redevelopment that more closely meet the Future Land Use.

The applicant has indicated that the Jaguar component is a new brand

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being offered at the dealership campus and that the success of MAG as a high quality, long time business within the City may warrant a deviation from the Community Plan. The applicant is also suggesting that Dublin is currently not benefitting from the vacancy of this 5.5-acre site, which is owned by the applicant, and that the incorporation of the parcel into the auto campus will provide for an additional high quality vehicle brand and the continued success of a long-time Dublin business.

Given the previous concerns regarding any potential campus expansion, Staff has carefully considered the potential impacts of this proposal and determined a deviation from close adherence to the Community Plan Future Land use Map is warranted given the high quality site design, architecture and landscaping the applicant has consistently delivered. Additionally, MAG has consistently ranked among Dublin's top employers in recent years.

Details

Rezoning/Preliminary Development Plan

Process

Rezoning to a Planned Unit Development requires approval of a development text to serve as the zoning regulation for the development requirements noted; the Zoning Code covers all other requirements. The development text typically addresses permitted and conditional uses, setbacks, parking, landscaping, signs and architecture, among other subjects.

A preliminary development plan is also required as part of a rezoning application to a PUD. The preliminary development plan serves as a plan document illustrating the proposed location of access points, buildings, parking, stormwater management facilities and any other site improvements. For this preliminary development plan, the applicant has focused on the undeveloped Subarea C to be incorporated into the campus, as the Jaguar/Land Rover portion of the site is advancing on a faster schedule, according to the applicant. Future modifications to Subarea A, as shown in the Concept Plan, for Porsche and Lamborghini will require final development plan approval in the future. A final development plan for the proposed improvements to Subarea C will also be required.

Plan Overview

The preliminary development plan does not show modifications to Subarea A as the proposed Porsche and Lamborghini additions have yet to be finalized. The applicant has provided Phase 2 plans to illustrate the future changes to this Subarea. These future expansions do not require modifications to the current development text for this Subarea and will

Details	Rezoning/Preliminary Development Plan
	<p>require final development plan approval by the Commission.</p> <p>Changes to Subarea B include two interior access points to the west to Subarea C.</p> <p>Subarea C includes a main access point off Venture Drive through a shared access with the Children's Hospital site to the east. This shared access was provided for in the approval of the development of that site. Access is also shown from the west through interior drives connecting from Subarea B. The proposed building is located in the center of the site to the east, which allows vehicle display to continue in the finger-like layout unique to this campus. Vehicle display is also accommodate in front of the proposed building. The proposed building includes the two showrooms for Jaguar and Land Rover, office space, and a service reception area, which is located at a lower level as requested by the Commission and Planning during the Concept Plan review. The service, parts, and detailing areas are proposed to the rear of the building. Two stormwater management ponds are shown, one along the US33/SR161 frontage and the other in the northeast portion of the site.</p>
Development Text Overview	<p>This development text establishes a new Planned Unit Development District with development regulations that are applicable only to these 30± acres. It also removes approximately 5.5 acres from the Perimeter Center District Subarea D and incorporates them into the new, larger MAD Planned Unit Development District.</p> <p>For administrative purposes, Planning has requested the applicant combine the Jaguar and Land Rover site with the existing MAG campus to create a single MAG PUD. The proposal will create three subareas (A, B, & C), two for the existing MAG campus, A & B, and one for the new Jaguar and Land Rover site, Subarea C. Subarea A is the existing main campus. The applicant has made minor modifications to this portion of the development text, as suggested by Planning, mainly to update the text to eliminate references to future development, which at this point, has already occurred.</p> <p>Similarly, to Subarea A, the applicant has made minor revisions to this development text to update language regarding future development.</p> <p>The applicant has modeled the proposed development text for Subarea C on the existing language for Subareas A & B.</p>
Use	<p>The list of uses is identical for all Subareas and permits the sales and services of new and used automobiles. The applicant is also proposing to permit office and research uses, similar to what is currently permitted in Subarea D of Perimeter Center.</p>

Details		Rezoning/Preliminary Development Plan															
		The proposed text continues to permit a number of ancillary uses within the primary structure, which includes automobile service, sales of automobile parts and accessories, non-retail coffee shop, and automobile rental services. The proposed rezoning will permit a non-retail car wash, which is not currently shown on the plans. The details would be approved with the final development plan application.															
Density/Lot Coverage		The proposed development text does not specify density so the maximum building site will be determined by parking, setbacks and lot coverage. Code permits up to 70% lot coverage.															
Setbacks		<p>The pavement and building setbacks text for Subarea C is consistent with the requirements for both Subareas A & B, including the areas impacted by Ohio Department of Transportation (ODOT) right-of-way takes for the US33/I-270 interchange project, and are as follows:</p> <table><tr><th rowspan="2">Road/Boundary</th><th colspan="2">Setbacks (ft.)</th></tr><tr><th>Pavement</th><th>Building</th></tr><tr><td>Venture Drive</td><td>25</td><td>75</td></tr><tr><td>SR161/US33</td><td>45</td><td>60</td></tr><tr><td>Eastern Boundary</td><td>25</td><td>25</td></tr></table> <p>The plans do not accurately show the building and pavement setbacks based on the revised southern site boundary. While the requirements are met, the line work needs to be updated.</p>		Road/Boundary	Setbacks (ft.)		Pavement	Building	Venture Drive	25	75	SR161/US33	45	60	Eastern Boundary	25	25
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Architecture		<p>The proposed development text requires “contemporary and innovative architecture”. The proposed building will continue the contemporary style and will provide a visual presence along US 33/ SR 161. Permitted building materials include glass, metal, EIFS, stone/stone veneer and concrete masonry units. The preliminary development plan shows a similar building design to what was shown at the Concept Plan stage. The Jaguar/Land Rover showroom includes a rectangular elevation with deep recesses for each storefront. Metal and glass are the primary building materials along the front elevation.</p> <p>The remaining elevations include CMU, metal and metal cladding as building materials. The changes in materials, use of windows and recessed in the elevations creates interesting viewpoints and continues the contemporary look of the campus. The plans show the use of EIFS in the legends but not on the actual elevations.</p> <p>All final details for the building, including colors of materials, will be approved by the Planning and Zoning Commission at the final development plan stage.</p>															

Details	Rezoning/Preliminary Development Plan
Parking	<p>The text requires parking at one space per 300 square feet of building area for sales and office, one per 1,000 square feet of outdoor display area, 3 spaces for each service bay, which is consistent with the requirement within the other Subareas. The Commission has previously approved this lower parking ratio for service bays for Subareas A & B and Planning supports continuing with this provision.</p>
Landscaping	<p>Site landscaping is required to meet Code, except as noted. Code requires a six-foot wall, planting, mound, hedge or combination thereof plus one tree for every 30 feet to fulfill the property perimeter screening requirement along US 33/SR 161. During previous rezoning approvals for the MAG campus, the applicant was granted relief from this requirement.</p> <p>The proposed text for Subarea C requires a three-foot mound and one tree per 30 lineal feet of frontage along US 33/SR 161, to continue the design existing along the southern property boundary. Along the eastern boundary of the site, the Code required vehicular use area screening is required. The Zoning Code requires one deciduous tree per 40 feet along a vehicular use area with a 3½-foot wall, hedge or mound to screen vehicular use areas.</p>
Tree Preservation	<p>The text continues to permit diversity for replacement trees to increase the diversity of tree species on the total campus area by allowing up to 33% of the replacement trees to be evergreen or ornamental trees (no pines). Replacement trees may not be used in place of other trees providing specific landscaping requirement, and the plans will need to be updated at the final development plan stage to ensure replacement trees are not counted to fulfill other requirements. The applicant should work with staff to relocate as many newly planted trees as possible and to find appropriate locations for replacement trees on site.</p>
Signs	<p>The development text has unique sign requirements that identify special sign needs for this campus with the multiple vehicle franchises. The proposed development text follows similar sign requirements, except as noted.</p> <p>The proposed text permits five different types of signs for the MAG campus: campus identification, dealership identification, directional, brand, and wall signs. Specific requirements for each sign type are as follows are included in the text.</p> <ul style="list-style-type: none"> • Campus Identification: One ground campus identification sign is permitted in the development text at the Venture Drive curb cut. This sign may be up to 15 feet high and 30 inches wide with up to 6 sign panels for vehicle brands. Logos are permitted to be displayed and may exceed Code required size limitations.

Details	Rezoning/Preliminary Development Plan
Signs	<ul style="list-style-type: none"> • Dealership Identification: Only one ground dealership identification sign facing US 33/ SR 161 is permitted for the campus. It is located in Subarea B. • Directional: These signs are permitted throughout the site and provide wayfinding to the various sales and services areas internal to the site. The text permits directional ground signs at a maximum height of 55 inches and a maximum width of 42 inches. • Brand: These signs are permitted between the front façade of the building and the parking lot to identify a vehicle brand. Brand signs shall have a maximum height of 40 inches and maximum width of 72 inches in Subarea C consistent with these types of signs in the other Subareas. • Wall: Two wall signs are permitted along the building façade, one each for Jaguar and Land Rover. Wall signs cannot exceed 25 feet in height and 100 square feet in size combined. Logos are permitted on wall signs and are exempt from color restrictions and logo size limitations. <p>In Subarea A, the Commission approved a development text modification as part of the Final Development Plan approval that permitted the specific wall signs, at the specific heights shown for the new proposed combined Jaguar and Land Rover dealership. This provision continues to be included in this development text. The preliminary drawings for the future Porsche building include a red wall sign along the northern elevation of the building. Planning recommends the applicant revise the wall sign section of the development text for Subarea A to more accurately reflect the sign needs for the single brand building anticipated.</p> <p>The Commission previously permitted wall signs in Subarea B, one for each vehicle brand. In Subarea B, wall signs were required to adhere to the 15-foot height limitation of the Zoning Code and each sign was limited to 50 square feet.</p> <p>The proposed signs in Subarea C are higher than what Code permits and what the Commission approved for the adjacent Subarea. The total combined sign size of 100 square feet will potentially permit a single sign to exceed 50 square feet (the Land Rover sign is shown at 53 square feet, while Jaguar is shown at 41 square feet). Given the height of the proposed showrooms and the 74 feet of length of each, which would allow a 74-square-foot sign (but not one for each brand), the proposed sign language in the text and the details in the preliminary development plan are appropriate.</p>
Lighting	<p>The proposed text requires that all lighting across the site is the same and limits the height of poles to 28 feet and requires similar types of</p>

Details	Rezoning/Preliminary Development Plan
	<p>fixtures throughout the site. The poles are taller than Code permits to match the existing poles.</p>
Utilities	<p>The development will include proposed utility services. Connections can be made to the existing sanitary sewer and water main along Venture Drive to accommodate the proposed site development.</p>
Stormwater Management	<p>The proposed development will be required to meet stormwater requirements as defined in Chapter 53. The proposal includes the conversion of a “regional” retention basin into two smaller retention basins coupled with underground storage chambers that will serve Subareas B and C. Both retention basins and underground storage chambers are located within proposed Subarea C. The western proposed retention basin is located along US33/SR161 while the eastern proposed retention basin is along the eastern property boundary near Nationwide Children’s Hospital. The underground storage chambers are located underneath the southeast parking aisle.</p> <p>The existing retention basin on the north side of the main building at the Perimeter Loop Road entrance provides stormwater management for Subarea A and is not being modified per the proposed development. Any site modifications to Subarea A will require the applicant to analyze and make any necessary modifications to the current stormwater management plan for Subarea A to ensure stormwater requirements as defined in Chapter 53 are satisfied.</p> <p>The applicant will be required to work with staff prior to the Final Development Plan to identify and incorporate appropriate safety measures along the south side of the proposed western retention basin to protect vehicles traveling on westbound US33/SR 161.</p> <p>A proposed storm sewer will outlet the eastern retention basin to an existing catch basin along Venture Drive as a means to discharge the site runoff. The underground storage chambers and western retention basin will outlet into the eastern retention basin. The western retention basin provides water quality for both Subareas B and C.</p> <p>Preliminary calculations submitted demonstrates compliance with stormwater requirements as defined in Chapter 53. All technical comments associated with stormwater management and civil plans will need to be addressed prior to the Final Development Plan. The applicant will also be required to submit additional information and details for the proposed retaining wall along the eastern retention basin.</p>
Traffic Study	<p>The City has received a traffic analysis study for the entire MAG campus that determines any necessary roadway and/or intersection</p>

Details Rezoning/Preliminary Development Plan	
	improvements required as part of the proposed development. This study evaluates the effects of traffic generated by the development on the existing roadway network. The applicant will be required to work with Engineering to finalize the TIS prior to the introduction of the rezoning ordinance of this proposal at City Council.

Analysis Rezoning/Preliminary Development Plan	
Process	Section 153.050 of the Zoning Code identifies criteria for the review and approval for a rezoning/preliminary development plan (full text of criteria attached). Following is an analysis by Planning based on those criteria.
1) <i>Consistency with Dublin Zoning Code</i>	Criterion met: This proposal is consistent with the requirements of the Zoning Code, except as appropriately altered in the proposed development text.
2) <i>Conformance with adopted Plans</i>	Criterion met: The Future Land Use Plan of the Community Plan identifies the land use for Subarea C as <i>Standard Office/Institutional</i> . This proposal expands upon uses permitted for this site including office and retail uses. This provides the opportunity for future redevelopment to more closely adhere to the Future Land Use classification.
3) <i>Advancement of general welfare & orderly development</i>	Criterion met: The preliminary development plan encourages development as a cohesive, high-quality automobile sales campus, sensitive to its location and the surrounding area.
4) <i>Effects of adjacent uses</i>	Criterion met: The proposed development fits well within the existing development pattern of this area.
5) <i>Adequacy of open space for residential</i>	<i>Not Applicable.</i>
6) <i>Protection of natural features and resources</i> Conditions 1 & 2	Criterion met with Conditions: The proposal includes the replacement of previously removed trees. The applicant will have to work with Staff to ensure replacement trees are not counted to fulfill other requirements. The applicant should work with staff to relocate as many newly planted trees as possible and to find appropriate locations for replacement trees on site.
7) <i>Adequate infrastructure</i>	Criterion met: All required public infrastructure is in place.

Analysis	Rezoning/Preliminary Development Plan
<p>8) <i>Traffic and pedestrian safety</i></p> <p>Condition 3</p>	<p>Criterion met with Condition: The applicant provided traffic analysis, which accounts for the square footage of the proposed building at build-out. The applicant will be required to provide a revised TIS, addressing Staff comments prior to the introduction of the rezoning ordinance at City Council.</p>
<p>9) <i>Coordination & integration of building & site relationships</i></p> <p>Conditions 4 & 5</p>	<p>Criterion met with Conditions: The proposal provides for a coordinated and integrated automobile dealership campus with consistent architectural and landscaping details. The applicant will be required to update the proposed plans to accurately indicate the required setbacks along the southern property line. In addition, the applicant should revise the sign allowances in Subarea A to more accurately reflect the sign needs for the single brand building anticipated.</p>
<p>10) <i>Development layout and intensity</i></p>	<p>Criterion met with Condition: The proposal meets all other applicable laws and regulations.</p>
<p>11) <i>Utilities</i></p>	<p>Criterion met: Proposed sanitary and water services can connect to the existing sanitary and water mainline along Venture Drive.</p>
<p>12) <i>Stormwater management</i></p> <p>Conditions 6-9</p>	<p>Criterion met with Conditions: Preliminary calculations submitted demonstrate compliance with stormwater requirements as defined in Chapter 53. Any site modifications to Subarea A will require the applicant to analyze and make any necessary modifications to the current stormwater management plan for Subarea A to ensure stormwater requirements as defined in Chapter 53 are satisfied.</p> <p>The applicant will be required to work with staff prior to the Final Development Plan to identify and incorporate appropriate safety measures along the south side of the proposed western retention basin to protect vehicles traveling on westbound US33/SR 161.</p> <p>All technical comments associated with stormwater management and civil plans will need to be addressed prior to the Final Development Plan.</p> <p>The applicant will be required to submit additional information and details for the proposed retaining wall along the eastern retention basin.</p>
<p>13) <i>Community benefit</i></p>	<p>Criterion met: The consolidated campus proposal facilitates the retention of a successful business and its workforce within the city. The proposal provides for a modern and striking automobile dealership campus.</p>
<p>14) <i>Design and appearance</i></p>	<p>Criterion met: The proposed development plan encourages the use of high quality materials consistent with the previously approved development text and other developments in the area. The proposed</p>

Analysis Rezoning/Preliminary Development Plan	
	site design encourages a cohesive development.
15) <i>Development phasing</i>	Criterion met: The proposed development plan shows a future phase or the relocation of the Porsche and Lamborghini brands to Subarea A. These modifications do not require addressing in the development text, but will require future approval as a Final Development Plan.
16) <i>Adequacy of public services</i>	Criterion met: There are adequate services for the proposed uses.
17) <i>Infrastructure contributions</i>	Criterion met: No public infrastructure contributions are required.

Recommendation Rezoning/Preliminary Development Plan	
Approval	In Planning's analysis, the proposal complies with the rezoning/preliminary development plan criteria and the existing development standards. Planning recommends approval of this request with nine conditions.
Conditions	<ol style="list-style-type: none"> 1) That the applicant work with Staff to ensure replacement trees are not counted to fulfill other requirements; 2) That the applicant work with staff to relocate as many newly planted trees as possible and to find appropriate locations for replacement trees on site; 3) That the Traffic Impact Study be updated to address Engineering comments, subject to approval by Engineering, prior to introduction of this rezoning Ordinance at City Council; 4) That the applicant update the proposed plans to accurately indicate the required setbacks along the southern property line; 5) That the proposed development text be revised to address the sign allowances in Subarea A to more accurately reflect the sign needs for the single brand building anticipated; 6) That any site modifications to Subarea A include the analysis and any necessary modifications to the current stormwater management plan to ensure stormwater requirements as defined in Chapter 53 are satisfied; 7) That the applicant work with staff prior to the Final Development Plan stage to identify and incorporate appropriate safety measures along the south side of the proposed western retention basin to protect vehicles traveling on westbound US33/SR 161; 8) That all technical comments associated with stormwater management and civil plans are addressed prior to filing a Final Development Plan application, and; 9) That the applicant submit additional information and details for the proposed retaining wall along the eastern retention basin as part of the Final Development Plan.

REZONING/PRELIMINARY DEVELOPMENT PLAN CRITERIA

The purpose of the PUD process is to encourage imaginative architectural design and proper site planning in a coordinated and comprehensive manner, consistent with accepted land planning, landscape architecture, and engineering principles. The PUD process can consist of up to three basic stages:

- 1) Concept Plan (Staff, Commission, and/or City Council review and comment);
- 2) Zoning Amendment Request (Preliminary Development Plan; Commission recommends and City Council approves/denies); and**
- 3) Final Development Plan (Commission approves/denies).

The general intent of the preliminary development plan (rezoning) stage is to determine the general layout and specific zoning standards that will guide development. The Planning and Zoning Commission must review and make a recommendation on this preliminary development plan (rezoning) request. The application will then be forwarded to City Council for a first reading/introduction and a second reading/public hearing for a final vote. A two-thirds vote of City Council is required to override a negative recommendation by the Commission. If approved, the rezoning will become effective 30 days following the Council vote. Additionally, all portions of the development will require final development plan approval by the Commission prior to construction. In the case of a combined rezoning/preliminary development plan and final development plan, the final development plan is not valid unless the rezoning/preliminary development plan is approved by Council.

Review Criteria

Section 153.050 of the Zoning Code identifies criteria for the review and approval for a Rezoning/Preliminary Development Plan. In accordance with Section 153.055(A) *Plan Approval Criteria*, Code sets out the following criteria of approval for a preliminary development plan (rezoning):

- 1) The proposed development is consistent with the purpose, intent and applicable standards of the Dublin Zoning Code;
- 2) The proposed development is in conformity with the Community Plan, Thoroughfare Plan, Bikeway Plan and other adopted plans or portions thereof as they may apply and will not unreasonably burden the existing street network;
- 3) The proposed development advances the general welfare of the City and immediate vicinity and will not impede the normal and orderly development and improvement of the surrounding areas;
- 4) The proposed uses are appropriately located in the City so that the use and value of property within and adjacent to the area will be safeguarded;
- 5) Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;
- 6) The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;
- 7) Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;

- 8) Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the surrounding public streets and to maximize public safety and to accommodate adequate pedestrian and bike circulation systems so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians;
- 9) The relationship of buildings and structures to each other and to such other facilities provides for the coordination and integration of this development within the PD and the larger community and maintains the image of Dublin as a quality community;
- 10) The density, building gross floor area, building heights, setbacks, distances between buildings and structures, yard space, design and layout of open space systems and parking areas, traffic accessibility and other elements having a bearing on the overall acceptability of the development plan's contribution to the orderly development of land within the City;
- 11) Adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas;
- 12) The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Dublin Zoning Code or Subdivision Regulation, and that any such deviations are consistent with the intent of the Planned Development District regulations;
- 13) The proposed building design meets or exceeds the quality of the building designs in the surrounding area and all applicable appearance standards of the City;
- 14) The proposed phasing of development is appropriate for the existing and proposed infrastructure and is sufficiently coordinated among the various phases to ultimately yield the intended overall development;
- 15) The proposed development can be adequately serviced by existing or planned public improvements and not impair the existing public service system for the area; and
- 16) The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.

Detailed Site History

2015

- On October 1, 2014, the Commission provided non-binding feedback on a proposal for a future expansion to the Midwestern Auto Group (MAG) campus to incorporate an additional 5.4 acres into the PUD for an approximately 29,000-square-foot showroom for the Jaguar and Land Rover franchises, the demolition of the existing Land Rover showroom and the construction of a new 9,000-square-foot showroom for the Porsche franchises, and the addition of an elevated showroom addition to the main building for the Lamborghini franchise and all associated site improvements.

The Commissioners agreed that an extension of the MAG campus to the east was appropriate particularly given the company's commitment to high quality architecture, landscaping and site design. Some Commissioners requested the applicant investigate

whether or not the Porsche building and the Land Rover/Jaguar building could be switched and encouraged a less flat design for the latter. The Commission encouraged the applicant to place less emphasis on the proposed wall signs. This Concept Plan is scheduled for review by City Council on October 12, 2015.

2014

- On September 18, 2014, the Commission approved the demolition of the Land Rover showroom and the construction of a new 30,000-square-foot showroom for the Land Rover/Range Rover and Jaguar franchises; a sky bridge connecting the proposed building to the main MAG building; and text modifications to decrease the pavement setbacks along US33, decreased parking for service bays in Subarea A and wall signs for the new building in Subarea A.

2013

- PZC approved a material change for the rear elevation of the Audi building.

2012

- PZC approved amended final development plan for a separate Audi showroom and the incorporation of a non-public car wash for the BMW/Mini building.
- PZC approved an amended final development plan for the BMW/Mini showroom with conditions to remove the proposed Audi building from the plan and to revise the architecture to be more in line with other campus buildings and the approved BMW/Mini building.
- City Council approved a rezoning on March 12, 2012 for a 40,000-square-foot building with approximately 4,000 square feet for expansion area, 225 parking spaces and 57,000 square feet of vehicle display area for the BMW and Mini franchise.
- The Planning and Zoning Commission recommended approval of a rezoning with preliminary development plan and final development plan to develop additional land into the MAG PUD for the Mini and BMW franchises.

2011

- The Planning and Zoning Commission informally reviewed a proposal to incorporate additional land into the MAG PUD for the Mini and BMW franchises to move from Post Road.

2010

- City Council approved a rezoning with preliminary development plan that removed Subarea J and portions of Subareas D and J-1 from the Perimeter Center PCD and established a 15.6-acre MAG PUD.
- The Planning and Zoning Commission approved a final development plan with the recently constructed addition for the Volvo and Porsche franchises. The addition includes an owner's residential suite. This rezoning moved MAG out of the Perimeter Center Planned District and into a separate PUD (MAG plan).

2008

- City Council approved a rezoning with preliminary development plan to remove part of Subarea D place it into Subarea J-1 to accommodate a free-standing parking lot for the MAG dealership.
- The Planning and Zoning Commission disapproved an amended final development plan for exterior building modifications and a wall sign for Porsche franchise.
- The Planning and Zoning Commission recommended approval of a rezoning with preliminary development plan to remove part of Subarea D place it into Subarea J-1 to accommodate a free-standing parking lot for the MAG dealership.
- The Planning and Zoning Commission informally a proposal for exterior building modifications and a wall sign for Porsche franchise.
- The Planning and Zoning Commission informally reviewed a proposal to accommodate a free-standing parking lot for the MAG dealership.

2005

- The Planning and Zoning Commission approved an amended final development plan for the construction of an 18,081-square-foot expansion and skywalk addition for the MAG dealership.

2004

- The Planning and Zoning Commission approved a revised final development plan for architectural and site modifications to the Rolls Royce brand within the MAG dealership.

1998

- The Planning and Zoning Commission approved a development plan for the construction of the 7,335-square-foot Land Rover building within the MAG dealership.

1997

- The Planning and Zoning Commission approved a development plan for the construction of the 71,000-square-foot main MAG dealership building.
- Planning and Zoning Commission recommended approval and City Council approved a rezoning to create a 14-acre Subarea J of the Perimeter Center plan for auto dealerships and other uses, with several automotive franchises as a part of the Midwest Auto Group (MAG) campus.